

Whig and Courier.

BOUTELLE & BURR, PROPRIETORS.

C. A. BOUTELLE, EDITOR.

All business letters should be addressed to BOUTELLE & BURR, and communications intended for publication should be addressed to "Editor of Whig and Courier."

WEDNESDAY, AUGUST 6, 1885.

It is estimated that 700,000 people go into London by rail every day to earn their living, and leave it again every night.

The New York World, after watching the antics of its allies for sometime, has reached the conclusion that the "Mugwumps are a queer lot."

The latest scheme of the Ohio Democrats is to hire a few colored men to travel around the State and relate on railroad stories derogatory to Republican candidate Foraker.

The New York Sun says: "The Democratic party should mail a notice over the door of its nominating State convention to this effect: 'None but Democrats are wanted here. No Mugwumps need apply.'

The leading Democratic aspirant for the Waukesha, Wis., postoffice, exhibited in his show window during the war's picture of Lincoln with the head cut off, and the Grand Army of the Republic are protesting now against his appointment.

The Washington correspondent of the Washington Post says that the hot weather has driven a great many away from the Capital, but "the hotel lobbies and the entrances to cigar shops are still crowded. The correspondent might have omitted the latter statement, as that condition of things is always understood when a Democratic Administration is in power."

Day by day the reform march is growing thinner and thinner as the work of removing Republican officials goes on, little or no effort now being made to disguise the fact that the changes are made solely on political grounds, but no change is perceptible in the tone of the Mugwump organa, which still insist that the Administration is a marked success and is making a splendid record.

The gentlemen who meditate getting into the reform train are gently reminded that the train make "no stops."

Yes, and reformers who helped make up the train now have the satisfaction of standing beside the track and watching it rush past with its load of spolians in charge of Conductor Cleveland. Reformers on that train are conspicuous only by their absence.

The so-called civil service reformers who are expecting a little political capital out of the Indianapolis postoffice case will be disappointed. If Messrs. Eaton and Thomas do not succeed in whitewashing Mr. Jones to the entire satisfaction of the Democratic Administration and sustain the first principle of their creed, namely, "when you get a good thing hold on to it," most people will be greatly astonished.

Virginia Republicans at Washington are very confident of success in the fall election. While the Republicans of the State are united and determined, the Bourbons are quarreling among themselves, the leading Democratic paper in the State refusing to support Masey, the candidate for Lieutenant Governor. The Administration is doing all its power to solidify the Bourbons by a liberal bestowal of patronage, but it cannot create harmony.

The private Secretary of Vice-President Hendricks says that he is satisfied with the treatment he has received from the party in the past, but has no desire for more political honors and will not be a candidate for any office in 1888. Mr. Hendricks has been watching events since March fourth, and we are not surprised to learn that he means to fight shy of the next Presidential contest. He prefers to retire with whatever honor he may have instead of being buried either at the head or tail of the Democratic ticket in 1888.

The insincerity of the Postmaster General's "offensive partnership" scheme, is thoroughly shown in the Virginia appointments, where several editors of the most pronounced Democratic organs have been selected as postmasters. In his now famous "Circular" Mr. Vilas emphatically announced that "the knowledge that a postmaster has been the active editor or proprietor of a Republican newspaper" would be enough to insure his removal. Why a Republican editor should be removed to make room for a Democratic editor, strictly in the interest of "reform" is a question that sincere people are unable to answer.

According to the Boston Post the President has a two-fold object in taking to the woods. One is to get a little rest from the office seekers and the other is to learn something about the Government of which he is at the head. In order to accomplish the latter object he proposes to summon men, who, although never occupying the exalted position of President, have nevertheless found opportunities to familiarize themselves with the questions of the day, and get them to coach him for the coming inaugural. Should the Mugwumps disapprove of any portion of the address this arrangement will give them a chance to work in their old excuse to the effect that the President should not be held responsible for such views as he has again been imposed upon.

A "prominent Democrat" and friend of Vice-President Hendricks says that the latter does not believe that the President has expressed himself with the harshness attributed to him by the Mugwump organa in reference to those who are seeking for places in the Government service. In the past twenty years Mr. Cleveland has four times requested the people of the Empire State to promote him, and for this reason the Vice-President thinks that it would hardly be consistent for him to denounce others for what he himself has done repeatedly. There is some force in that statement, or would it be consistency if there were not, in the "reform" policy now in force in Washington. In reply to an inquiry as to the attitude of the Vice-President toward the Administration this "prominent Democrat" remarked: "I am only able to answer that question indirectly. Long before the President was ever heard of, Governor Hendricks was an honored leader of the Western Democracy. Years before Mr. Cleveland became a voter, the Vice-President had an important position under the General Government, and possessed the confidence of the Administration of that day. Hence we of the West do not believe that the President can teach our time-honored and trusted leader any new Democratic truths."

A trial on the West Shore Railroad was run the other day between Buffalo and Franklinport at a rate which is said to be fast on record. The distance is 201.42 miles and it was made in four hours, or 50.63 miles per hour, including stops, or 60.63 miles per hour running time. The fastest portion of the run was from Albany to Genesee Junction, where 26.3 miles were made in thirty minutes, or at the rate of 72.6 miles per hour. Attached to the locomotive was a West Shore baggage-car, a West Shore directors' car and a Baltimore and Ohio private car.

A startling discovery has been made that E. B. Crawford, recently appointed by Mr. Cleveland as postmaster at St. Paul, Minn., is a man incompetent, dishonest and was convicted and sentenced to the penitentiary by the United States Court at Yankton, Dak., says a Des Moines dispatch. He succeeds one of the most popular and efficient postmasters in Iowa, who was removed on the affidavits of two men testifying that he was an "offensive partisan." Crawford's appointment was secured by an ex-officer broker who formerly knew Vilas in Madison, Wis. The Democrats of St. Paul were overwhelmed with shame when the news of Crawford's appointment came, and they immediately wrote Mr. Cleveland, protesting and requesting that another man be selected. In their letter, made public Monday, they say that Crawford is a business failure, incompetent to perform the duties of the office, dishonest and a full-bird, and they stand ready to prove all the charges if given an opportunity. They give the President a sharp cut saying that they relied on his reported expressions of devotion to civil service reform, and did not dream that he would remove a competent and faithful official whom world would rejoice in less than eight months. They say that Crawford's appointment seemed so preposterous and outrageous that the most circumstances did not think it necessary to enter a protest before it was made. They add that, supposing the President was honest in what he had said about retaining capable officials until their term of office expired, they had not thought it worth while to request the appointment of a man of their party. They testify to the efficiency and popularity of the present incumbent and beg the President to revoke the commission of the newly appointed postmaster. This letter has created a great sensation in the State, and Democrats as well as Republicans are beginning to ask if the Presidents going to fill the offices with full-birds as he has already done twice in Iowa. Putting out one-legged soldiers and putting in club-legs is building the Republican party mighty fast in the West.

Who's Over-Production?

There are about 700,000 tons of over-produced pig-iron lying dead on the stomachs of the market, says the Philadelphia Record, until this load is gotten rid of we may expect a review of the trade—Continued.

Are you quite sure that the trouble is purely due to over-production in this country? The latest bulletin of imports and exports issued by the Bureau of Statistics, now in charge of a Democratic anti-Protectionist, reports that during the year ending June 30, 1885, there was imported into this country 151,069 tons of pig iron valued at \$2,889,263. During the same period the imports of iron and steel in their crude and manufactured forms reached the grand aggregate of \$24,664,674. That represents just enough of the "over-production" of Europe thrown into our market, and yet the Democratic party wants to open the doors still wider by a twenty per cent horizontal reduction of the tariff.

Mr. Bayard and the Maxwell Grant.

New York Tribune: Mr. S. L. M. Barlow, of this city, has come to the rescue of Mr. Bayard in the Maxwell Grant grant master, through an interview in the *World*. This is what Mr. Barlow says to be the facts of the case.

About fifteen years ago Mr. Thurman, Mr. O'Connor, Mr. Evans, Mr. Bayard and myself held a conference upon the value of the land grant, and I said that we had more to do with Congress than with Poland, but was simply a legal question which required solution, as a German company was at the time negotiating for the purchase of a portion of the land. All agreed to the validity of the grant, and I gave them to understand it had political significance whatever. If I remember rightly, Mr. Thurman was the only one who had any doubt at the time, but they were not as to the extent of the grant, nor as to the validity of the title.

Five years ago, Mr. Bayard was a member of the Private Land Claims Committee of the United States Senate. His opinion, which was highly favorable to the grant and of which Mr. Barlow speaks, was published in the *Truman*. It has been stated, and is denied by Mr. Barlow or Mr. Bayard, that the Secretary received a large fee for his legal services. The grant has since been before Congress. Mr. Loring through Mr. Sparks denounces the grant as a fraud. It is left for Mr. Bayard to establish the correctness of the opinion he gave to induce foreigners to buy the grant or to sell it as a lawyer for revenue only. At the head of the State Department, no higher duty of foreign relations will come to him than to protect the innocent foreigners who were induced to buy this property of his legal representation. If Mr. Loring makes a fight—well, that may mean a cabinet crisis. But it is not for Republicans to bother over such a question. This is a Democratic controversy. Bayard and Barlow vs. Loring and Sparks.

Mr. Vilas and His Little Trick. Boston Journal: We venture to assert that there will not be found, in the official correspondence of the Government, any parallel for the dispatch, sent by Postmaster General Vilas to the postmaster of San Francisco:

"WASHINGTON, D. C., Aug. 11, 1886.

Samuel W. Rockwell, Postmaster, San Francisco:

"Dear Sirs—Enclosed I send you a copy of my return mail to you, for your information.

WILLIAM B. VILAS, Postmaster General.

Congress appropriated \$400,000 to be divided among American steamship lines for the transportation of the mails. This action was taken deliberately, after full discussion, and there can be no pretense that Congress did not understand what it was doing or did not intend that the money appropriated should be distributed. The Postmaster-General takes advantage of a verbal quibble, to override the action of Congress, and prevent the execution of its purpose. He declares that he will not distribute the money appropriated, and proceeds to haggle with the steamship companies over the compensation for the mail service. He offers them a sum far within the amount designed and appropriated for them by Congress, and they refuse to take the contract at his terms. They are entirely within their rights in so doing. The Government cannot compel a company to do business at a loss.

The companies concerned can and probably will withdraw from routes which are

unprofitable without the help from the mail service which Congress intended them to have, but there is no power to force them to accept the Postmaster-General's terms. What then does Mr. Vilas do?

The dispatch which we have copied above shows. He endeavors to circumvent the companies by a trick, and to send the mails through to their destination as the personal baggage of the mail agent. We have waited for a Democratic Administration, with a country lawyer from Wisconsin at the head of the postal service, for such a spectacle as this, of the United States Government, to save a few thousand dollars, trying to smuggle its mails through as baggage. We have an impression that this is not the last that Mr. Vilas will hear of this matter.

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